

What Horry County Needs Instead

ROADS THAT MAKE SENSE FOR ALL LOCALS

Horry County shouldn't build roads that increase flooding, damage multi-generational farms, wetlands, and public conservation lands, or disrupt communities—particularly historic settlement communities.

A FOCUS ON EXISTING TAXES

This referendum would raise taxes for decades. In the past, sales taxes have been approved in 8-year increments, allowing the county to more frequently reevaluate its needs. With the county growing so quickly, it's difficult to predict where the need will be 25 years from now. **We cannot afford a 25-year commitment that we will outgrow in five.**

TO FIX EXISTING ROADS FIRST

Horry County still hasn't completed the transportation projects from the last time they asked for a road tax and they're already out of date. **We should be improving our existing infrastructure** to ensure it can handle the existing traffic and is resilient and reliable before the next storm.

New highways will bring even more traffic when our residents are already sitting in traffic congestion, accidents are common occurrences, and our intersections are failing.

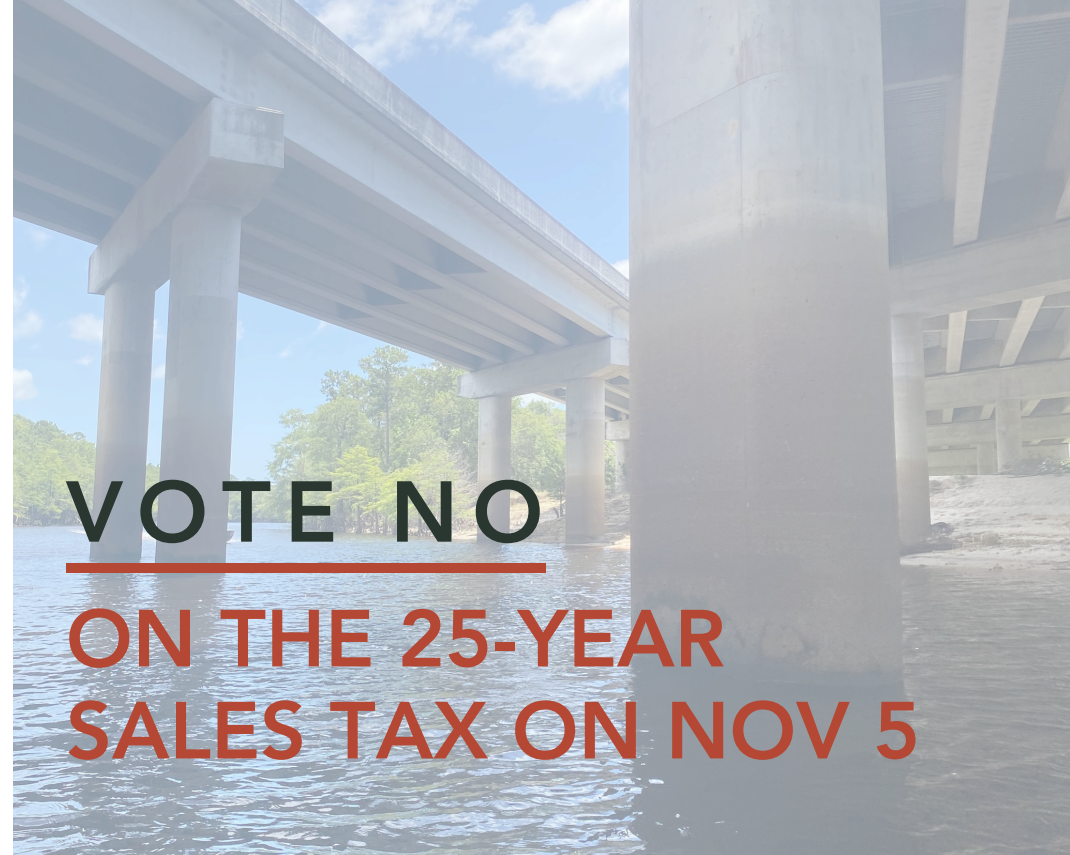


Horry County: fix it first, don't make it worse!



Scan to learn more

Horry County voters must remain vocal in opposing these unnecessary highways. **Voting to oppose the sales tax on November 5** will send a clear message that Horry County residents understand the impact these two highways would have on our communities and wetlands.



VOTE NO
ON THE 25-YEAR SALES TAX ON NOV 5

This November, Horry County residents will be asked to vote on a 25-year transportation sales tax that would raise \$6.35 billion, with the bulk of funds going towards new, unnecessary, and destructive roads instead of improving existing roads and bridges in need of repair.

These new destructive highway projects—I-73 and the SC Highway 22 Extension (formerly called SELL)—**will devastate wetlands and rivers, public conservation lands, farms, and local communities struggling to overcome flooding.**

The negative effects from these highways would be permanent and far-reaching: destroying hundreds of acres of protected wetlands in the Little Pee Dee Heritage Preserve and Waccamaw National Wildlife Refuge, cutting through farmland in Dillon, Marion and Horry Counties, exacerbating flooding issues in the Bucksport and Burgess communities, and opening rural western Horry and Georgetown Counties to sprawling development and, in many cases, add to existing traffic congestion issues.

HIGHWAY 22 EXT.

FORMERLY KNOWN AS SELL

The SC Highway 22 Extension used to be called the Southern Evacuation Lifeline, or SELL, but the name had to be changed because it is *not* truly an evacuation route. This would be a 28-mile, 4-lane highway with a price tag of at least \$1.56 billion.

Cutting across the Waccamaw River, this highway would open western Horry and Georgetown Counties to sprawling development, destroying some of the region's most pristine areas and impacting the Waccamaw National Wildlife Refuge, the Waccamaw River, historic Bucksport and Plantersville, and Winyah Bay.

The route is still undecided. There are 16 possible routes, with at least 10 routes proposed to cut through Bucksport and Burgess.

WHERE WOULD THE ROAD GO AND WHEN WOULD IT BE COMPLETED?

We know the path through farmlands and the hundreds of acres of wetlands and streams that will be devastated by I-73. We don't have a final route or know the impacts for the Hwy 22 Ext. And, we don't know when either of them will actually be constructed. Even if this sales tax passes, billions of dollars would still be needed to build the highways.

INTERSTATE 73

BILLIONS OF DOLLARS TO PARALLEL US 501 AND CONNECT TO I-95

I-73 would cost over \$2 billion to connect SC Highway 22 between Aynor and Conway to I-95 outside Latta, cutting through family farms and hundreds of acres of pristine freshwater wetlands. Horry County is proposing to spend \$450 million of the sales tax revenue to cover **just half** of the money needed to build the portion within the county. They would need **billions** in additional state and federal funding to see the interstate completed.

The construction of I-73 would cross the Little Pee Dee River and run through the Little Pee Dee Heritage Preserve. This highway construction would destroy farms, wetlands and critical wildlife habitat, impact the health of the river, and exacerbate flooding for disadvantaged communities already challenged with property damage and displacement.



ON THE BALLOT

“HORRY COUNTY SPECIAL SALES AND USE TAX”

*All road projects will be included under the one sales tax question. A **no** vote is a vote against funding I-73 and the SC Hwy 22 Extension.*

I-73 will be listed as an “Interstate Connector” separately from the other transportation projects included on the sales tax list.

What was once known as SELL will be listed under “Years 1-5 as the SC Hwy 22 Extension (Southern Connector) from US Hwy 501 (near Aynor) to Surfside / Murrells Inlet area.”

VOTE NO TO STOP THE \$6 BILLION, 25-YEAR TAX TO FUND UNNECESSARY NEW HIGHWAYS.



Waccamaw National Wildlife Refuge